

36 St Endas Park  
Rathfarnham  
Dublin 14.  
D14 VE28

An Bord Pleanála  
64 Marlborough Street,  
Dublin 1,  
D01 V902

**AN BORD PLEANÁLA**  
LDG- 055951-22  
ABP- \_\_\_\_\_  
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Time: 9:21. By: Liam

7<sup>th</sup> of August 2022

To whom it may concern,

I wish to make a first-party appeal against the decision of the South Dublin County Council Planning department regarding the following **SD22B/0221** planning application.

**Proposal:** Widen vehicular entrance involving relocation of the western pier and widen the driveway

**Location/Address:** 36, St. Enda's Park, Rathfarnham, Dublin 14

**Applicant's Name:** Michael & Emer Meagher

Having examined the reasons for refusal, I respectfully wish to challenge the reasons for the refusal of this application with the following points.

#### Point 1

The roads department states "*Roads Department considers this to be an excessive combined vehicular access, which would compromise the safety of pedestrians. The standard maximum width of a shared entrance allowed by SDCC Roads Department is 4200mm. This is considered an adequate distance for vehicles to access and egress safely.*"

Firstly, our home site is at the end of a cul de sac, where pedestrian footfall is confined to a handful of homes and people. All of which are negligible to pedestrian safety. We believe that there is no additional risk to pedestrians, and we fail to understand how this risk is calculated from this proposal and believe that objection/reason is irrelevant.

Secondly, our home forms part of a horseshoe cul de sac with a large roundabout where we need to access and egress our property on a bend, sometimes navigating cars which cause obstruction and a danger/risk to damage both our vehicle and others. This is an unusual situation for homes confined to horseshoe cul de sac. Other homes not located in horseshoe cul de sac in St Endas Park or St Enda drive can access their driveways without these challenges. Hence, we see the changes in this application will increase safety and visibility to access and egress to the property.

I have included pictures to show the current challenges we face to access and egress the property to illustrate this point.

See Figure 1 enclosed photo

The roads department has looked at the piers widths of both entrances to houses rather than the dishing and has deemed them excessive. Stating that "The standard maximum width of a shared entrance allowed by SDCC Roads Department is 4200mm"

**But if you look through the lens of the available dishing to enter both properties (34 &36). The current dishing is only 3m.** Which is the same width enjoyed by homes with a single dedicated entrance. Given that this entrance is both shared and forms on a bend of a cul de sac we believe that it makes common sense to allow the dishing to be increased to at least the maximum of the current regulation which states that "The width of the dishing provided by Road Maintenance Services shall be a maximum of 3.6m"

As mentioned above increasing the dishing is necessary to support safe and unobstructed access and egress to the property. We are open to reduction to dishing requested by way of condition of planning, in so far it supports proper and safe access and egress to the property.

### **Point 2**

The Public Realm Section has stated that it has "no issue with the relocation of the pillar" But, Public Realm Section would not be in favour in allowing a resident to remove or reduce a grass margin which are in the public domain to accommodate the provision of an additional entrance. Stating that "We believe by removing a section of the grass verge, it will have a significant negative impact on the existing street tree."

The street tree in question is an immature tree and was only planted prior to the Covid19 outbreak. In all our plans we have highlighted that we plan to keep the existing tree and minimize the impact on the grass verge. There will still be enough grass verge remaining to support the growth and needs of the tree. If the street tree was damaged, we would be happy to replace this immature tree. But we reject the idea proposed of a tree bond of €1,500 (one thousand five hundred euros) as requested by Public Realm given the current value of the street tree does not represent the current value of this immature tree. But would be happy to compromise on this point. The immature street tree can be viewed by the picture in figure 1.

Additionally, I would like to add that given that the works for any increase in dishing is normally carried out by the country council, so the responsibility lies with them to ensure that they protect the tree during its works.

### **Point 3**

I also want to address the objection of permission by Billy O'Donovan who is acting as an enduring power of attorney of the owner of number 38 St Endas Park, Margret Leydon. He clearly stated in his objection that space outside our home is not enough for parking space, hence any parking outside would be an obstruction to proper access and egress to our property and the key reason we are seeking this permission. There is also no loss of any additional parking space in the area. I would also point to the lack therefore of any objection from any other neighbours in relation to that point. Given the lack of objections to my neighbour who shares the access also sees this planning application as necessary.

### **Point 4**

The homes located in the horseshoe cul de sac in St Endas Park largely consist of shared driveways (14) where 4 have dedicated driveways. The dishing size is the same for both individual driveways as

it is for shared driveways, which increases the challenge of proper access and egress to homes for those who have to share driveway access. For the remaining houses on both St. Endas Park and St. Endas Drive that do not have the same access and egress challenges, many have chosen to increase both dishing and width of their pillars, some beyond the size of 5m for a single house without planning which creates a quasi-precedent. See Map detailing houses and access openings.

<See details of those homes who have extended pillars and/or increased the dishing in Figure2>

Finally, St Endas Park and Drive, was built in the late 1940s when car ownership was not deemed a necessity to modern living at that time, since then car ownership has increased exponentially to at least two cars per household in the area. We only ask that common sense is applied here for our application so we may have remove any obstruction to proper and safe access and egress of our home.

Yours Faithfully,

Michael & Emer Meagher



FIGURE 1

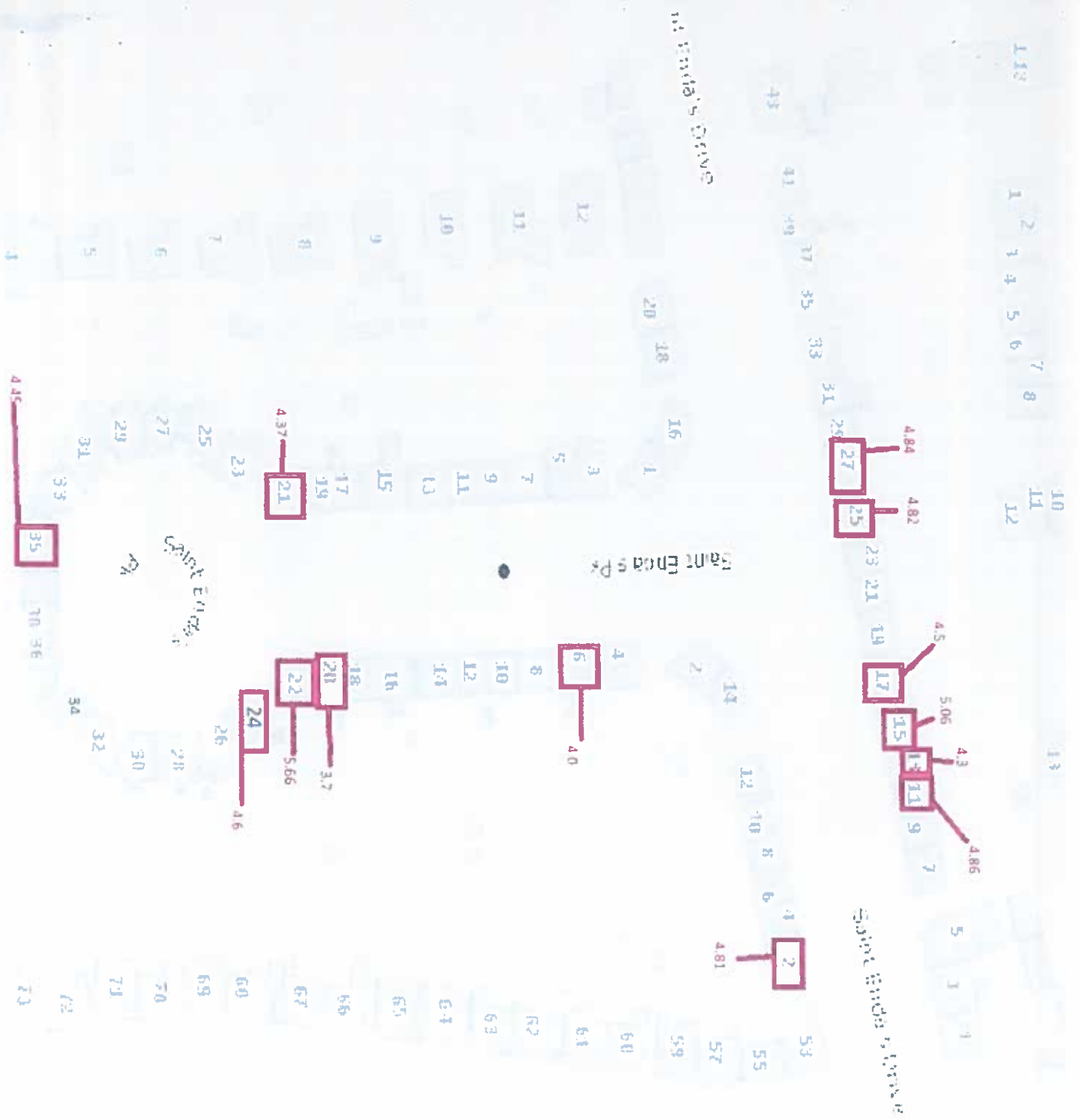


FIGURE 2